Mumbai-Amritsar Paschim Express has been allotted at Vapi station. The quota available at other stations is adequate to meet the present level of demand.

Night Train Between Jodhpur and Jaiselmer

1523. COL. (RETD.) SONA RAM CHOUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the night passenger train between Jodhpur and Jaiselmer has not been restored so far as the metre gauge track was converted into broad gauge in April, 1995 between these two stations;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) It is proposed to introduce an overnight passenger train between Jodhpur and Jaisalmer during 1996-97.

Delegation of Powers under Forest (Conservation) Act, 1980

1524. SHRI BANWARI LAL PUROHIT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Union Government have delegated Region-wise powers to Chief Conservator of Forests for giving approval for diversion of forest land upto 5 hac. for non-forestry purpose under the Forest (Conservation) Act, 1980 and not to the State Governments;

(b) whether several State Governments have urged the Union Government to delegate these powers directly to them;

(c) if so, the details thereof; and

(d) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) Chief Conservators of Forests (Central), Regional Offices, Ministry of Environment and Forests, have been given powers to decide proposals involving diversion of forest land upto 5 ha. except regularisation of encroachments and mining.

(b) and (c). Some State Governments represented before Sarkaria Commission for delegation of powers under the Forest (Conservation) Act, 1980 on the grounds that even small schemes got delayed while awaiting clearance from the Central Government under the Act.

(d) To cut short the delay in processing of the proposals received under the Forest (Conservation) Act, 1980, revised guidelines have been issued on 25.10.92 which *interalia* include delegation of powers to Chief Conservators of Forests (Central) to finally decide proposals involving diversion of forest land upto 5 ha. except regularisation of encroachments and mining. They have also been delegated the power of initial processing of all proposals involving diversion of forest land upto 20 ha. in consultation with State Advisory Groups.

Broad Gauge Conversion in Orissa

1525. SHRI SOUMYA RANJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the proposals for Khurda Road-Bolangir new broad gauge rail link and gauge conversion of Rupsa-Bangriposi narrow gauge section in Orissa have been approved;

(b) if so, the details thereof and the amount sanctioned by the Government for these work; and

(c) the time by which these works are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) and (c). The works have been included in the Budget 94-95 and 95-96 at costs of Rs. 353.38 crores and Rs. 57.95 crore respectively. Khurda-Bolangir is expected to be completed in the 10th Plan period while Rupsa-Bangriposi Gauge Conversion is expected to be completed in the 9th Plan period.

[Translation]

Manufacturing Capacity of Coaches

1526. DR. SATYANARAYAN JATTA : Will the Minister of RAILWAYS be pleased to state :

(a) the category-wise manufacturing capacity of Coaches in the country;

(b) the category wise number of coaches manufactured during the last five years upto March, 1996; and

(c) the details of category-wise coaches supplied as against the demand of coaches by the various Zonal Railways, zone-wise during the aforesaid period, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) There are four Units manufacturing coaches in the country - two in Railway Sector, viz. Integral Coach Factory and Rail Coach Factory and two in Public Sector viz. M/s. Bharat Earth Movers Ltd. and M/s. Jessops and Company Ltd.

Their capacity of manufacturing coaches roughly is as under :

	ICF	RCF	JESSOPS	BEML
1. Self-propelled coaches	150	-	72	-
2. AC Coaches	90	150	-	-
3. Non-AC Coaches	760	850	376 (MG)*	400 (BG)**
Total	1000	1000	448	400

* Installed capacity as claimed by M/s Jessops is 180 (MG) coaches.

** Installed capacity as claimed by M/s BEML is 700 (BG) coaches.

(b) The categorywise number of coaches manufactured from 1991-92 to 1995-96 are under :

(i) ICF

Type	1991-92	1992-93	1993-94	1994-95	1995-96
Self-propelled coaches	136	129	233	273	428
AC coaches	89	95	100	101	121
Non-AC Coaches	791	799	705	406	341
Total	1016	1023	1038	780	890

(ii) RCF

AC Coaches	1	18	61	149	150
Non-AC Coaches	914	1097	964	626	540
Total	915	1115	1025	775	690

(iii) Jessops

Self-propelled Coaches	49	51	51	15	33
Non-AC Coaches	80	70	10	-	-
Total	129	121	61	15	33

(iv) BEML

Self-propelled Coaches	-	-	-	9	-
Non-AC Coaches	373	400	375	-	139

Note The above figures include coaches manufactured against export orders and for organisations other than Railways

(c) the details of category-wise coaches supplied to Zonal Railways are as under

Railway	1991-92			1992-93			1993-94			1994-95			1995-96		
	AC	Non AC	S.P.	AC	Non AC	S.P.	AC	Non AC	S.P.	AC	Non-AC	S.P.	AC	Non AC	S.P.
Central	7	175	40	5	251	33	7	130	116	13	145	62	55	141	82
Eastern	9	233	82	5	267	74	41	323	42	50	340	62	6	26	92
Northern	10	375	13	3	366	6	34	331	17	58	180	66	43	199	57
N.E. Rly	2	208	-	4	181	-	1	43	-	-	-	-	16	91	-
N.F. Rly	-	113	-	4	157	-	2	22	-	-	10	-	15	83	6
Southern	11	320	21	51	361	19	29	462	15	36	138	9	41	286	39
S.C. Rly	2	295	-	3	370	-	7	224	-	17	65	-	21	149	18
S.E. Rly	10	199	13	5	197	30	5	363	40	-	27	50	29	244	42
Western	19	250	9	28	264	18	35	234	54	76	132	48	36	36	122

Note S.P. - Self-propelled coaches